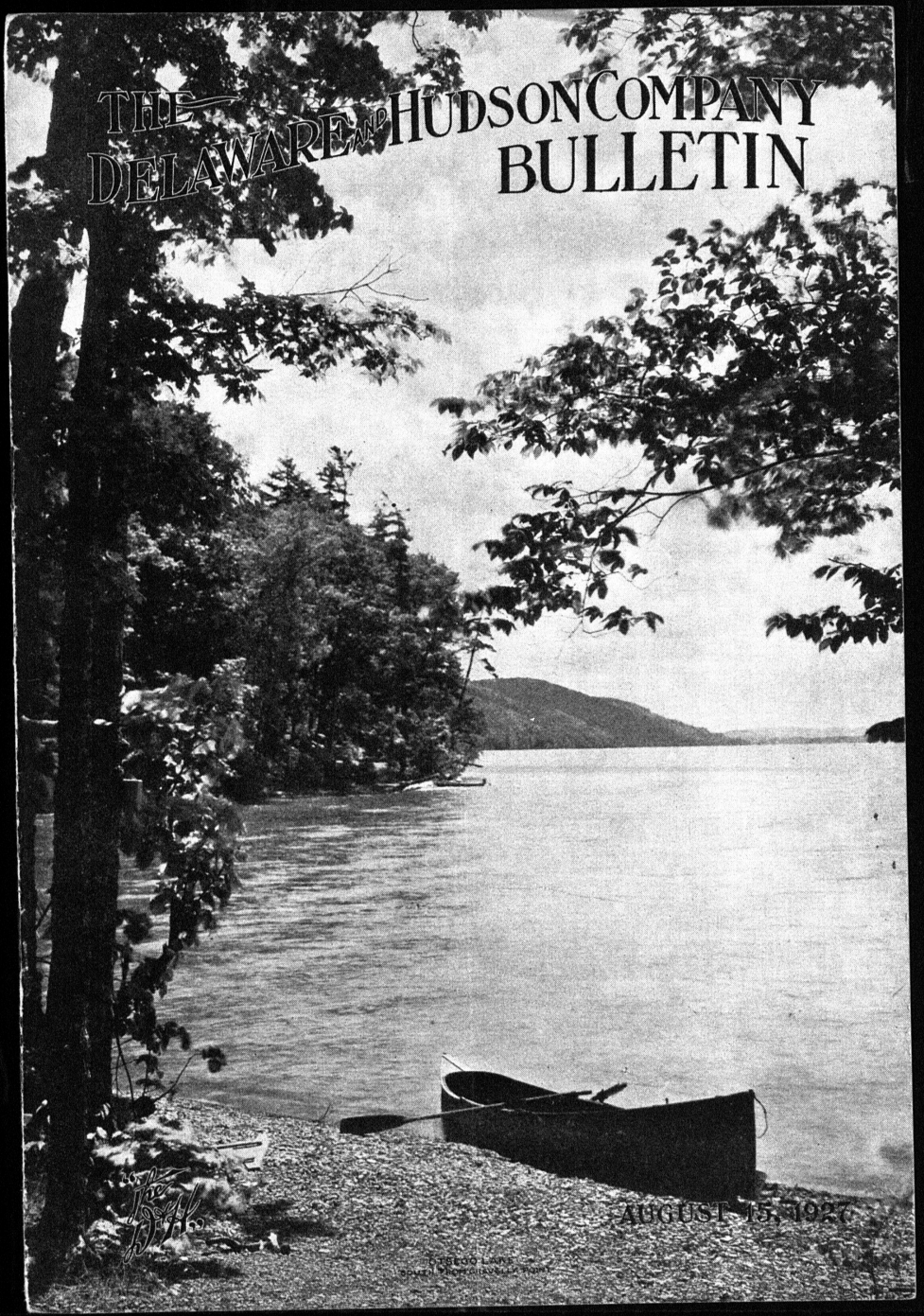

THE DELAWARE AND HUDSON COMPANY
BULLETIN
AUGUST 15, 1927

Dad Talks to His Boy

Author Unknown

LISTEN, son: I am saying this to you as you lie asleep, one little paw crumpled under your cheek and the blond curls stickily wet on your damp forehead. I have stolen into your room alone. Just a few minutes ago, as I sat reading my paper in the library, a hot, stifling wave of remorse swept over me. I could not resist Guiltily, I came to your bedside.

These are the things I was thinking, son: I had been cross to you. I scolded you as you were dressing for school because you gave your face merely a dab with a towel. I took you to task for not cleaning your shoes. I called out angrily when I found you had thrown some of your things on the floor.

At breakfast I found fault, too. You spilled things. You gulped down your food. You put your elbows on the table. You spread your butter too thick on your bread. And as you started off to play and I made for my train, you turned and waved a little hand and called, "Good-bye, Daddy!" and I frowned, and said in reply, "Hold your shoulders back."

Then it began all over again in the late afternoon. As I came up the hill road I spied you, down on your knees playing marbles. There were holes in your stockings. I humiliated you before your boy friends by making you march ahead of me back to the house. Stockings were expensive and if you had to buy them you would be more careful! Imagine that, son, from a father! It was such stupid, silly logic.

Do you remember, later, when I was reading in the library, how you came in, softly, timidly, with a sort of hurt, hunted look in your eyes? When I glanced over my paper, impatient at the interruption, you hesitated at the door. "What is it you want?" I snapped.

You said nothing, but ran across in one tempestuous plunge, and threw your arms around my neck and kissed me, again and again, and your small arms tightened with an affection that God had set blooming in your heart and which even neglect could not wither. And then you were gone, pattering up the stairs.

Well, son, it was shortly afterwards that my paper slipped from my hands and a terrible sickening fear came over me. Suddenly I saw myself as I really was, in all my horrible selfishness and I felt sick at heart.

What has habit been doing to me? The habit of complaining, of fault finding, or reprimanding—all of these were my rewards to you for being a boy. It was not that I did not love you; it was that I expected so much of youth. It was measuring you by the yardstick of my own years.

And there was so much that was good, and fine and true in your character. You did not deserve my treatment of you, so. The little heart of you was as big as the dawn itself over the wide hills. All this was shown by your spontaneous impulse to rush in and kiss me good night. Nothing else matters tonight, son. I have come to your bedside in the darkness, and I have knelt there, choking with emotion, and so ashamed!

It is a feeble atonement, I know you would not understand these things if I told them to you during your waking hours, yet I must say what I am saying. I must burn sacrificial fires, alone, here in your bedroom, and make free confession. And I have prayed God to strengthen me in my new resolve. Tomorrow I will be a real daddy!

I will chum with you, and suffer when you suffer and laugh when you laugh. I will bite my tongue when impatient words come. I will keep saying as if it were a ritual: "He is nothing but a boy—a little boy!"

I am afraid I have visualized you as a man. Yet as I see you now, son, crumpled and weary in your cot, I see that you are still a baby. Yesterday you were in your mother's arms, your head on her shoulder. I have asked too much, too much.

Dear boy! Dear little son! A penitent kneels at your infant shrine, here in the moonlight. I kiss the little fingers and the damp forehead.

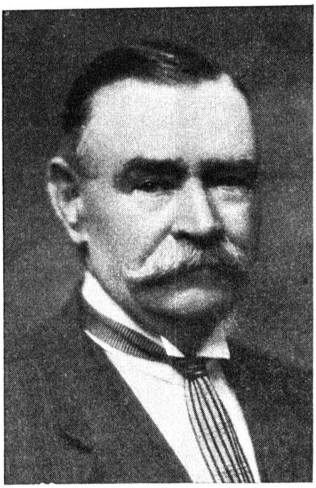
The DELAWARE AND HUDSON COMPANY BULLETIN

Vol. 7 | Albany, N. Y., August 15, 1927 | No. 16

Recalls Career As A Mason

After Serving An Apprenticeship in England, Anthony Conway Came to this Country and Was in the Employ of Our Company for Nearly 38 Years

MASONRY, insofar as the principles of the trade are concerned, has been affected by only a few innovations since ANTHONY CONWAY, of No. 525 Clinton Ave., Albany, N. Y., retired mason foreman, served his apprenticeship in England more than fifty years ago. To the contrary the apprentice of today, in his opinion, finds its requirements less exacting, if anything, than did he for along with all else he was required to master the arts of stonecutting and bricklaying. The advent of concrete, one of the innovations developing during his time, he recognizes as a great boon to industry although he frankly admits that he was on the side of the skeptics who were doubtful of its strength and durability when first introduced.



ANTHONY CONWAY

Ireland is his native country. He was born in County Galway, March 3, 1857, second oldest of six sons and three daughters of the late Martin Conway, a farmer and hand loom weaver. After attending school and learning the mason's trade, he came to this country. That was in 1881, when he was twenty-four years old. Arriving at New York City, after a seven-day voyage on the S. S. Celtic, he proceeded to Amsterdam to join a brother who had come to this country a year earlier. He remained in Amsterdam for about two years, working at his trade meanwhile.

In January, 1884, he came to the Delaware and Hudson and remained continuously in its service until retired on pension, at his own request, on October 1, 1921. He first worked on the bridge at Troy. At that time the structure was of wood, except the span on the Green Island side. The piers, however, were then being strengthened, which included the rebuilding of some, preparatory to changing the bridge to one of iron and providing a swing span to accommodate river traffic. Nine or ten men were employed throughout the summer at this work.

Some years later he helped to rebuild all of the piers. In 1886 or 1887 he was employed in tearing out and rebuilding the main wall in the center section of the tunnel at Whitehall, which had been completed in November, 1850. He was also at Honesdale during the time that the canal basin was removed following the abandonment of the gravity road. The big abutments near Belden, on the Susquehanna division, the roundhouse at Oneonta, the turntable pits at Rouses Point and Lake Placid,

the elevation work in Schenectady, and the abutments of the Greenwich and Johnsonville railroad bridge which spans the canal between Greenwich and Schuylerville, are some of the larger undertakings in which he was engaged. When work along the road was slack he was sent to Cobleskill to cut and dress stone.

He was promoted to a foreman in November, 1912, and continued in that capacity until February, 1918. He was again made a foreman on February 16, 1920 and was serving as such at the time of his retirement. P. H. Carey was the first master mason under whom he worked, and GEORGE SAWYER, of Oneonta, the last. The chief engineers at the head of the department meanwhile were Charles H. McKee, A. J. Swift, R. H. Brown, George H. Burgess and JAMES MACMARTIN. His work called him to all sections of the road with the result that he built up a large acquaintance. He grieves, however, when he attempts to recall those with whom he first worked and finds that most of them have died.

Mrs. Conway, nee Mary Cragg of Albany and a native of Ireland, whom he had married twenty-seven years earlier, died July 27, 1922. No children had been born to them.

He is a member of St. Joseph's Roman Catholic church of Albany, and the Holy Name Society of St. Joseph's.

By the River Nevermore

HE was speeding in his flivver, rushing eastward by the river. He was giving lurching Lizzie all the gas he could give her, 'till he jammed upon the brake, making Lizzie snort and shake, but the train came roaring on him; he had made his last mistake. He got stalled upon the track; hadn't time to stop or back, so he made heroic efforts to abandon his old shack. All too soon he breathed his last, for the train was much too fast; he was greeting of St. Peter by the time three coaches passed.

Never more he'll speed his flivver, urge it eastward by the river; never more will he give Lizzie all the gas that he can give her. After he was struck that day he soon stopped, but people say that he'll never look and listen, 'cause he's too durned fur away.—KIGANIAN PUNKIN SPINNINGS.

New York Produces Most Apples

JUDGING by what is to be seen on the sidewalk fruit stand the impression may be gained that Washington is the great apple producing state of the Union. This is all wrong, however. That particular distinction belongs to New York State, as proven by a study of production, rail shipments and unloads of sixteen fruit and vegetable crops raised in the United States during 1925, recently completed by the Bureau of Railway Economics. Furthermore, New York City is the country's largest apple market.

Of a total of approximately 172,389,000 bushels of apples raised in the United States during the crop year of 1925, New York State produced 32,500,000 bushels, or 18.9 per cent. Washington, with 29,550,000 bushels, or 17.1 per cent, was second; Michigan, with 9,000,000 bushels or 5.2 per cent, was third; and Virginia, with 7,844,000 bushels or 4.6 per cent, was fourth.

New York City's supply was gathered from twenty-three different states, although the greater proportion of its unloads, or 48 per cent, originated in New York State. Twenty-five per cent came from Washington. Chicago, second in point of market receipts, got its apples from twenty-five different states, 35 per cent of its unloads being from Washington, 22 per cent from Michigan, 15 per cent from Illinois, and 13 per cent from New York.

Washington led in rail shipments, being credited with 35,046 cars or 27.4 per cent of the country's total of 127,904. New York had 29,498 or 23.1 per cent; Virginia, 7,502 or 5.9 per cent and Idaho, 7,485, or 5.9 per cent. Other states had totals less than these. It will be noted from these figures that New York and Washington originated over 50 per cent of the total rail shipments of apples in 1925, and furnished nearly 54 per cent of the number of cars unloaded in the thirty-six markets. Apples from New York were unloaded in twenty-six of the thirty-six markets included in the study, while those from Washington reached every one of the thirty-six cities.

Exports from the United States in 1925 amounted to approximately 10,000,000 bushels, equivalent to about 16,500 carloads, two-thirds of which went to the United Kingdom. Apples from the United States were exported to seventy-three different countries in all parts of the world.

Teacher: "Why do they measure the sea in knots, Tommy?"

Tommy: "They couldn't have an ocean tide otherwise, sir."—*Two Bells.*

Transportation Relic Passes

Story of the Great Western Turnpike, from Its Birth to Its Demise, Covers a Notable Epoch of Progress in Transporting People and Goods

By W. J. COUGHTRY, *Recorder*

(Continued from Last Issue.)

THE turnpike was a necessity to the pioneers of central and western New York and it also had its part in the settlement and development of the middle western states. Lines of heavy freight wagons drawn by four and sometimes six horses operated regularly over it, transporting supplies from Albany and the seaboard to the settlements in the central and western portions of the state and returning with farm and forest products to the markets at Albany, then known as "the great emporium of the northern and western parts of the state," from which they were forwarded to New York by water. Regular stagecoach lines were also operated. These constituted the life of the turnpike. Dashing along at a gallop, the four and often six horses attached to the ponderous coaches formed a marked contrast to the slowly moving teams drawing heavily laden freight wagons. It is stated that in 1803 there were twenty-eight taverns of various kinds located along the road, to the open doors of which the stages of the various local and through lines and hundreds of wagons drew up for refreshment. By 1815 the number of taverns had increased to seventy-seven, fifteen of which were located at Cherry Valley. During the War of 1812 the turnpike was traveled by hundreds of teams transporting munitions and supplies for the Government to the patriot army on the Niagara frontier.

The management of the company, actuated either by a spirit of friendly coöperation, the belief that it had little to fear from the advent of the infant king "Steam," in 1829, or that it would soon supplant turnpike roads and eliminate them as our avenues of transportation, except in isolated sections, granted to the Mohawk and Hudson Railroad Company, by a contract dated October 17, 1832, the exclusive use of a thirty-foot strip of its right of way between Robin and State Streets, in the city of Albany, with the right to cross the turnpike at grade at the latter street, at a rental of twenty-five dollars per annum, upon which that company constructed a portion of its branch from its original line at the intersection of the turnpike with Lydius Street, now Madison Avenue, to and down State Street to Capitol Square at Eagle Street. Although this branch was abandoned by the Mohawk and Hudson in 1841, the contract continued in effect until terminated by the execution of a release by its successor, the New York Central, in 1857. The Mohawk and Hudson had previously taken through condemnation proceedings, a portion of its right of way containing about one-quarter of an acre between Allen and Lawrence Streets, in the city of Albany, for which the commissioners allowed the company, in 1830, the sum of five dollars as damages therefor.

The road was operated by the company for its entire length from the date of its completion in 1805 to May 1, 1853. Four years earlier, in 1849, the east end of the turnpike was improved by the laying down of a plank road, under a special act of the Legislature, passed March 31, 1848, Chapter 159, Laws of 1848, which authorized the company to plank not more than one-half the width of the first eight miles of its road commencing at Snipe Street, and, upon completion of the first four miles thereof, to remove its first tollgate west of that street to any point between its location then and the intersection of Lydius Street, now Madison Avenue, Albany, and upon completion of the remaining four miles to erect an additional tollgate not less than four miles from Snipe Street. The rates of toll at each of these gates were fixed at one-half of those collected at the other gates. The act also authorized the company to borrow money on its bonds to defray the cost of constructing the plank road. This authorization contained an unique provision that the principal and interest of the bonds were to be paid out of income and that no dividends on the stock of the company could be declared or paid until the principal of the bonds and all interest accruals had been paid. The first four miles of plank road were completed on August 11, 1849, and tollgate No. 1 was relocated at a point about 600 feet west of the present Manning Boulevard. The remaining four miles were completed four

days later and the additional tollgate authorized was erected at a point six miles west of Snipe Street. This increased the number of tollgates on the road to eight, those located westerly of the new gate being renumbered to correspond. Two and three-quarters additional miles were subsequently planked but the date of its completion is unknown. The cost of the work was approximately $30,500 which was financed largely from bonds issued by the company, all of which were paid and retired prior to January 8, 1861, as the minutes of a meeting of the board held on that date contain a report of the treasurer that the company "was out of debt and all its bonds paid."

On May 1, 1853, the westerly end of the road from the twenty-seventh mile post from Snipe Street, Albany, at or near the west end of the bridge at Esperance, to Cherry Valley was abandoned and tollgates Nos. 6, 7 and 8 were sold. On August 1, 1863, the bridge over the Schoharie and tollgate No. 5 at Esperance and tollgate No. 4 at Duanesburgh were sold. Two days later, on August 3, the twelve-mile section between the fifteenth milepost west of Snipe Street and Esperance was abandoned. On September 30, 1871, the most westerly five of the company's remaining fifteen miles of road were abandoned and tollgate No. 3 and adjoining buildings, together with the lot upon which they stood, were sold at public auction. On June 10, 1872, the company leased that portion of its road between Snipe Street and the west line of a proposed new (now Manning) boulevard, 1,023 feet west of Allen Street, Albany, to the Trustees of Washington Park for a term of fifty years at a nominal rental of one dollar per annum. This section, which is now part of Western Avenue, was conveyed to the Commissioners of Washington Park on June 15, 1876, for one dollar, the company retaining its franchise and reserving the right to collect all legal tolls.

The company continued to operated the remainder of its turnpike consisting of two roadways, one of which was planked, extending westerly from the west line of Manning Boulevard, Albany, for a distance of about eight and one-half miles, all in the city and county of Albany, with two tollgates, one of which was located within the city limits but a few hundred feet west of Manning Boulevard, until early in 1906.

By that time the sentiment in favor of the abolition of tollgates, which had been growing for some years, became so widespread that the city and county authorities offered to purchase the property. On February 8, 1906, the board appointed a committee of three of its members to negotiate the sale of the property. This committee submitted its report to the board on March 31, recommending, in view of the possibility of condemnation by the city of that portion of the road within its limits, with the tollgate thereon at which the major portion of the company's income from tolls was collected, that the entire road be sold for $12,000, which would permit a return of two dollars per share to each stockholder after payment of all expenses incident to the sale of the property and the dissolution of the corporation. The report was approved by the board and recommended to the stockholders for authority to complete the sale and take the necessary steps to dissolve the company. At a meeting of the stockholders in the city of Albany on April 17, 1906, the sale of the road with its appurtenances and equipment for $12,000 was authorized and the president of the company directed to execute the necessary deeds of conveyance. Before the negotiations with the city and county authorities were completed an offer was received from the United Traction Company, which was accepted, to purchase 5,481 shares, all of the stock of the company outstanding except 116 shares owned by parties whose addresses were unknown, and a strip of land thirty-three feet wide along the entire southerly side of the right of way from Manning Boulevard to the westerly end of the road for $12,000, the company to convey the remaining sixty-six feet to the city and county of Albany for a nominal consideration of one dollar. Deeds for all of the property of the company, in three parcels, were accordingly executed by President James D. Wasson under date of April 19, 1906. The collection of tolls was discontinued on June 11, 1906, ending the active operations of the company.

Thus has passed from the transportation field the last of the once great system of turnpike roads in the state, the first great nineteenth century advance in internal transportation which enlisted private capital. Through the establishment of easier grades than those of common roads these turnpikes forged a new link in the chain of progress by reducing the cost of moving freight, which was urgently needed by the pioneers of our civilization. With them, too, came the expansion and extension of stagecoach operations. For many years these transportation avenues were a source of profit but the building of the Erie and other canals lessened their importance and greatly curtailed freighting by wagon. The stagecoaches continued for some time to ful-

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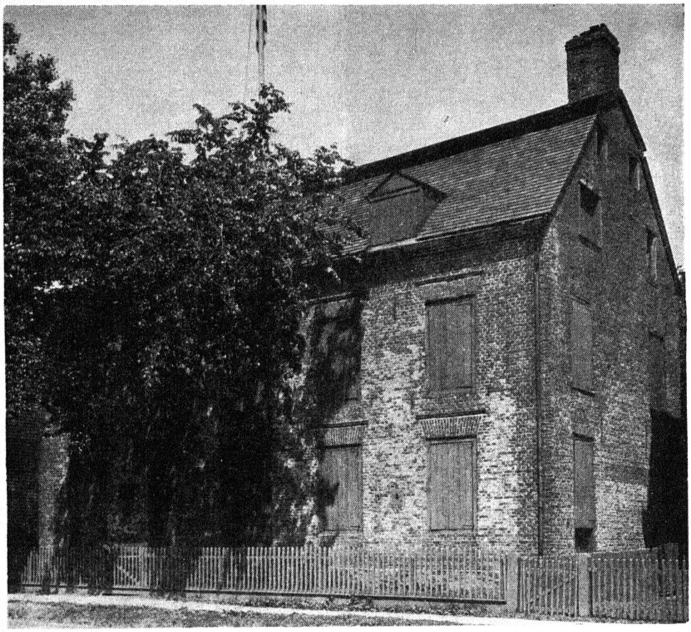

FORT CRALO, "YANKEE DOODLE" HOUSE, RENSSELAER, N. Y.

Yankee Doodle

That Famous Song of Colonial and Revolutionary Days Is Believed to Have Been Written at Fort Cralo, Across the Hudson from Albany

IT should interest our readers to know that the most popular song of the colonial and revolutionary days, "Yankee Doodle," first came into use at Fort Cralo,* Rensselaer, near Albany, N. Y. Versions of its origin are to be found in "Songs of the Revolution," published in 1893 by the Connecticut Society of the Sons of the American Revolution. and are as follows:

* * *

From a careful examination of the various accounts given of the origin of Yankee Doodle, it appears that the air or tune is undoubtedly much older than the time of the American Revolution; substantially the same having been sung in England in the days of Charles I to the nursery rhyme of

Lucy Locket lost her pocket,
Kitty Fisher found it;
Nothing in it, nothing on it,
But the binding round it.

and also—probably in the following words—in

(Concluded on Page 258)

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ALBANY, N. Y.

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Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

Vol. 7 August 15, 1927 No. 16

A little said and truly said
Can deeper joy impart
Than hosts of words that reach the head,
But never touch the heart.
—ANON.

Can You Trust Men?

PHIL GOLDREN in the Joplin, (Mo.) Globe

YOU don't know whom you can trust these days, do you? asks the Newspaper Enterprise Association.

Every fellow out for himself, willing to cut under you for his own personal gain.

Well, let's get out of here. Go somewhere where you can trust your fellow man. But it's a bad night to go out. Dark, stormy and windy.

What's that big line overhead? Oh, merely a high tension wire with enough electricity in it to kill hundreds of persons. But you didn't think a thing of walking under it. You knew that the lineman had made it safe.

Now we'll get a taxi and ride to the station. Got to hurry, if we're to catch the train. This fellow certainly knows how to drive. Takes a steady hand to keep out of a crash, but we'll not worry about that.

Bump! Big hole in the street. Terrific strain on the springs and the car. But nothing breaks. Sweating men at forge and lathe had done their work well. The others who fastened the nuts and bolts when the car was assembled did their work. We trust our lives to them whenever we ride in a fast car.

Well, here we are at the station. We crawl into our berths and go peacefully to sleep. The train plows on through the dark and storm. One man at the throttle holds the lives of hundreds in his hand. Water streams against the glass through which he peers out at the right of way. One signal missed and destruction awaits. But we sleep on.

Yet some other man, a nonentity in the cosmic scheme, has seen to it that all signal lights are burning.

And other obscure toilers who have repaired the track that day have gauged it and fastened it in its proper place. Our lives have been held in their grimy hands.

And so it goes. Every day we trust our lives to our fellow men, men in far-off places, men whom we never see, men who in the routine of their breadwinning are their brothers' keepers.

Oh, yes, there are some men you can trust!

Bookkeeping Yardmasters

THERE is a widespread theory that the yardmaster is not and should not be a bookkeeper. While it is true that yardmasters who spend too much time in their offices and too little in their yards are not efficient, neither are those yardmasters efficient who make no use whatever of reports, figures and other purely office work. The yardmaster who is doing the most to make his yard a success is the yardmaster who knows most about his daily yard costs; how much fuel the yard engines are consuming, the number of cars being light-weighed, the number of engines being fired up and held under steam to protect his assignments, what it is costing him per car to handle his traffic, the amount of overtime being made, and the number of cars handled per hour or job. Unless he knows these things, he is lacking in definite knowledge of his operation, without which knowledge he cannot hope to render efficient supervision. If this sort of thing be classed as bookkeeping, then the yardmaster who is also a bookkeeper is a good yardmaster.—*The Railway Age.*

Money Breeds Money

Money literally breeds money, even though invested in small sums. Compounded at 6% it doubles itself in a little less than twelve years. Thus, a single dollar becomes $2.01 in twelve years, $4.04 in twenty-four years, $8.09 in thirty-six years. It is this hidden power in small sums, according to Frederick J. Haskin Information Bureau, which has created some of the greatest fortunes of the twentieth century.

Interesting Bits of History

Old Whitehall Newspapers, Relics in Themselves, Contain Mention of Events and Employes That Harks Back to Pioneer Days on the Road

THROUGH the courtesy of John J. Walsh, of No. 33 School Street, Whitehall, N. Y., *The Bulletin* is in receipt of three Whitehall newspapers of ancient dates, the latest of which was published on Saturday, June 28, 1884. These belonged to Mr. Walsh's father, Michael Walsh, who, prior to his death on April 26, 1903, was employed in our Bridge and Building department for forty-two years. All contain interesting items relative to the Delaware and Hudson, or roads that have since become a part of our system.

The oldest of these papers, *The Whitehall Democrat*, of November 22, 1850, announces the completion of the Whitehall tunnel. Under the caption "*The great undertaking is completed. —The Tunnel is tunneled*," it says:

> "Messrs. Stuart and Tomlinson, contractors, for tunneling through Church street, have finished it, after the hard labor of six months. It is a fine piece of work, and well worth the attention of visitors who have never had an *underground* passage through Whitehall. Few men would have had the perseverance manifested by Messrs. S. & T. in finishing such a dirty job. The tunnel is some 700 feet long, and the deepest cut is some 55 feet."

In another column appears the timetable of the Troy, Whitehall and Castleton Rail-Road Line, that became effective on Wednesday, November 13, that year. It was signed by J. Van-Rensselaer, superintendent of the Saratoga and Whitehall Railroad, and L. R. Sargent, superintendent of the Rensselaer and Saratoga Railroad, and provided for three trains in each direction, daily, leaving Troy at 6:45 p. m., 8 a. m., and 2:45 p. m., and arriving at Castleton, by the way of Whitehall, at 9:30 a. m., 1:15 p. m., and 8:30 p. m. The train which left Troy at 6:45 p. m., was a freight train with coach attached. It ran as far as Saratoga Springs and there laid over night, leaving at 4:30 o'clock the following morning. At Whitehall a stop was made for breakfast and Castleton was reached in time to make connections with a train for Rutland, and at Rutland with a passenger train for Boston and freight trains for Boston and Burlington leaving the same day. Returning, this train left Castleton at 4 p. m., and ran as far as Saratoga Springs where it again laid over night, leaving the following morning at 4:30 o'clock for Troy.

Mail and accommodation trains were scheduled to arrive in Whitehall to connect with the boats on Lake Champlain and in Troy to connect with the evening boats on the Hudson river. The Saturday evening train north ran no farther than Whitehall and on Mondays the 6 a. m. train out of Castleton was dispensed with. Stage line connections were advertised as follows: From Comstock's Landing for Granville after the arrival of trains from the south; from Moreau and Ft. Edward to Sandy Hill, Glens Falls and Lake George; and from Ft. Edward to Argyle.

The Whitehall Times, of Wednesday, September 10, 1879, published a letter "To the Editor" relative to Conductor Charles E. Wetherly, whom the writer characterized as "a veteran railroad man." "He (Wetherly)," the letter said, "com-

The Crossing Watchman

HE stands each day by the maze of tracks
Where the trains go flashing by,
And the old switch engine flirts and backs,
With her querulous, squeaking cry.

His hair shows silver beneath his cap,
But his eyes shine bright and young
From years of watching that no mishap
May come while the bells are rung.

In rain or sunshine you'll find him here,
And his flag of green or red
Is his honor pledge that the way is clear
Or that danger lurks ahead.

Neither trying heat nor bitter cold
Can drive him from his place,
And faithfulness far more than gold
Is keeping him in the race.

Then send a smile o'er the steeding wheel
Next time when he sees you through,
And man to man you each will feel,
That the world needs more like you.

—VIRGINIA BROWN MUSGROVE.

menced railroading on the Saratoga and Schenectady railroad when it was first opened. His business was to carry a large hammer, when a 'nigger head' (it was a common thing for the ends of the light strap rail then in use to curl up and cause considerable trouble. These were dubbed 'nigger heads') was seen ahead he reached for it. From there he went to the R. & S. R. R., where he ran in connection with packets from Mechanicville. As the road was extended he continued on the road. He succeeded Billy Bristol and was on the road with Elisha Matthews, Macy, Dan King, Hugh Bailey, the Scotchman, and Allen, the crack engineer now on the New York Central. It was in the days that Lavine Gildersleeve commenced firing for Jerome Jenkins on the 'Ticonderoga.' The 'Saratoga' was then the crack engine. The senator (this may have been 'Jim' Lusk, who was agent at Whitehall at about that time) was station agent at Whitehall. It was he who thought it was just as fatal in a man to be too smart as not to be smart enough. In those days, twenty-five years ago, there were many masts drawn to Boston. One dark night a train had left Whitehall for the east. Hugh Bailey had hitched to another train to take it up the mountain. When it was already to start the senator said something that did not suit Scotchy, who said he 'would go when he got ready.' He got off the engine for a war of words and the senator laughed at the speech. Hugh got over his fret and got upon his engine to proceed, when he thought he heard a noise of an approaching train; a moment told the tale. East of the rock cut, the four rear cars became detached from the train, which had no brakes. The brakeman jumped off the train and it thundered down the grade. So the senator by getting Hugh spunky, saved his life and a large amount of property for the company. In 1852 Charles went upon the T. & B. R. R., for a short time, but returned soon to his first love. He was station agent at Hydeville for a few years, and for many years ran the train from Rutland to Castleton. He always obeyed orders, took his salary and no more, and always honored the entire confidence of his employers, assistants and passengers, and was one of the most faithful, honest men, that ever conducted a train of cars."

In *The Whitehall Chronicle*, of Saturday morning, June 28, 1884, in an item headed *Railroad Rumblings* mention was made of various employes some of whom are well and favorably known to the present generation of railroad men, and other interesting matters. It read as follows:

"Conductor D. O. Gibbs has been transferred to the sleeper, and Brakeman James McLaughlin has been appointed conductor of the eastern freight. H. C. Nye has severed his connection with the Delaware and Hudson Canal company, to accept a position as conductor with the Wagner Car company.—The locomotive *Major Cornell*, on train 3, Wednesday afternoon of last week, when near Putnam station, broke one of her valves. She was set off on the sidetrack and the *Montreal* was sent to take her place.—The D. & H. has issued excursion tickets to Montreal and return this week, the occasion being the meeting of the St. Jean de Baptiste society of Canada.—The mail train was very late last Tuesday evening week occasioned by the derailment of three cars of freight about three miles below Mechanicville in consequence of a block of marble falling in front of one of the wheels.—On Monday a new timetable went into effect on the roads of the D. & H. Trains now leave for the south as follows: 6:20 and 11:10 a. m.; 2:25, 4:25 and 11:55 p. m. For the east, 9:20 (night boat express) and 11:45 a. m., and 8:05 p. m. For the north, 2:20 (Montreal sleeper) and 11:50 a. m. (Ti. steamboat) and 4:30 p. m., mail.—The conductors, as per arrangement on Monday, are, Charlie Thayer runs the mail; George Corbin and R. F. Mix, the Montreal day express; Charles Beach, the Saratoga specials; Mose Terry, the Whitehall and Rutland accommodation; William Dorsey, the day boat express; John Jenkins and Freeman Corbin, the Montreal sleepers; E. S. Herrick, the junction passenger trains; E. P. Humphrey, the Glens Falls and Caldwell trains; and Charles Dann and M. Roblee, the Mechanicville scoots."

Fifty-Seven Years Ago

Home and Abroad, published in Oneonta, under date of January 29, 1870, contained this interesting item:

"Several engines on the Albany and Susquehanna Road are being altered over from wood to coal burners."

On Saturday, May 28, that same year, *The Otsego Democrat*, also published in Oneonta, commented as follows:

"The No. 2 freight train west last Monday morning contained eighty-seven cars, and was drawn by a single engine. This is the longest train that ever passed over the A. & S. Road."

That was in the day of "jimmies," of course.

"Who giveth this woman away?" asked the clergyman.

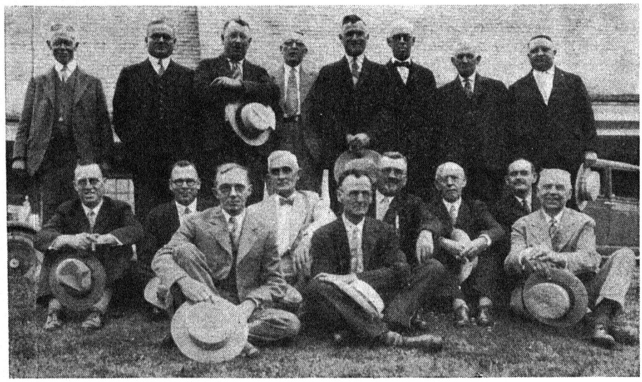
A man on the back seat, to himself, "I could, but I don't."—*Exchange.*

Agents Meet At Cooperstown

THE regular quarterly meeting of The Delaware and Hudson Freight and Ticket Agents' Association was held in Cooperstown, N. Y., on Saturday, July 23. The members were met at Colliers, on the arrival of trains Nos. 302 and 305, by fellow agents, and conveyed to Cooperstown in automobiles. Every division except the Champlain was represented in the gathering.

Arriving at Cooperstown, the visitors were greeted by their president, EDWARD MARTIN, the local agent, who took a keen delight in showing them through the passenger station which is noted for its rare architecture and furnishings. Later the business session was convened by him in the waiting room, which, with its paintings of historic interest, colonial furniture, and trophies of the field and forest imposed upon a broad chimney that rises from a spacious fireplace, resembles more the living room of a wealthy sportsman's lodge. Routine matters were discussed, reports of committees heard, and other business of direct concern to the Association transacted.

Following adjournment points of interest in and around Cooperstown were visited, the party again assembling at 1 p. m., at the Five-Mile-Point inn, on Otsego lake, for one of its "home prepared" chicken dinners. FRED SMITH, freight agent at Scranton, accompanied by JOHN FERRY, division agent on the Susquehanna division, at the piano, entertained the agents during the dinner hour with several vocal selections of Harry Lauder fame. The time remaining before the departure of the afternoon train was passed in enjoyment of the quiet, but highly attractive, appointments of the inn and its outlook upon the lake.



SOME OF THOSE WHO ATTENDED

Bottom row—F. S. SMITH (freight agent), Scranton, Pa.; F. H. BAKER (freight agent), Carbondale, Pa.; L. D. JONES (agent), Bainbridge, N. Y.; L. F. WELLER (agent), Oneonta, N. Y.; F. E. GROVER (agent), Nineveh, N. Y.; EDWARD MARTIN (agent), Cooperstown, N. Y., president of The Delaware and Hudson Freight and Ticket Agents' Association; J. H. WILD (agent), Schenevus, N. Y.; HARVEY TUBBS (telegrapher), Cooperstown, N. Y., and J. F. DAY (agent), Cambridge, N. Y.

Back row—THOMAS WAREING (land and tax assistant), Albany, N. Y.; N. P. WILLIS (counsel), Albany, N. Y.; J. H. FERRY (division agent), Oneonta, N. Y.; J. F. COSTELLO (agent), Troy, N. Y.; A. W. ACKLEY (division passenger agent), Oneonta, N. Y.; J. C. WALDORF (agent), Richmondville, N. Y.; A. M. SPENCER (agent), Schoharie Junction, N. Y., and E. J. BRENNER (agent), Wilkes-Barre, Pa.

Transportation Relic Passes

(Continued from Page 250)

fill their purpose as transporters of passengers and mails.

American energy and enterprise could not, however, rest content in the enjoyment of these facilities. The canals, constructed largely by state governments, brought increased business and prosperity to the areas served, but were of no advantage to the districts in which, for want of water, they were impracticable. The demands from these districts for increased and cheaper transportation spurred inventive minds to further action. The first response was the establishment of railways consisting of a track with wooden rails laid upon the surface of roads over which wagons were drawn by horses. Next followed the experiments of putting the horse inside the wagon or car on a treadmill and the utilization of sails. Neither of these methods proving successful, inventive genius began experimentation with steam. This power had already been developed in England and was being used with success both in that country and in this for raising water from mines.

It would be difficult to trace each step in the advance in transportation from the stagecoach and the horsedrawn vehicle to the establishment of steam railroads. Although Oliver Evans was without doubt the first American to conceive a plan for steam-driven carriages or wagons, he, like his American contemporary, Colonel John Stevens, an early champion of the improvement of railways, soon forsook that field for the adaptation of steam power to water transportation. Meanwhile experiments in England by Trevithick, Chapman, Rastrick and Stephenson, were productive and the first extensive use of the steam locomotive as a land motive power occurred in that country. The steam locomotive was first introduced in America by The Delaware and Hudson Company, which, in 1828, had four built in England for use on the railroad it was then constructing from its canal at Honesdale to the coal beds at Carbondale. One of these, the *Stourbridge Lion,* the first locomotive to turn a wheel on an American railroad, made its famous trial trip between Honesdale and Seeleyville, on this road, on August 8, 1829. Although later discarded because its weight was too great for the track structure, it was the progenitor of the massive and powerful locomotives now employed on the great American railway systems.

The turnpikes, with their slow-moving freight wagons and stagecoaches drawn by galloping steeds, although they have disappeared from the scene as transportation agencies, have left with us lasting memories of their share in the accomplishment of our great industrial achievement. As the curtain has rung down on the drama of the Great Western Turnpike Road, the lone survivor of the great transportation system of our pioneer age, its passing has left sentimental recollections which can perhaps be most fittingly expressed in the lines penned by Mr. John Pierpont:

"We hear no more of the clanging hoof and the stagecoach rattling by
For the steam king rules the traveled world and the old pike's left to die,
The grass creeps o'er the flinty path and the stealthy daisies steal
Where once the stage-horse day by day lifted his iron heel.
No more, the weary stager dreads the toil of the coming morn;
No more the bustling landlord runs at the sound of the echoing horn;
For the dust lies still upon the road, and the bright-eyed children play
Where once the clattering hoof and wheel rattled along the way."

(The End)

HAVE you ever stopped to think of yourself as a radio, as a sending and receiving station? It is what you radiate every day that is picked up by those who come in contact with you, either face to face, or over the telephone.

If the human radio sends out cheerfulness, the waves of cheerfulness are picked up, amplified and broadcast.

Keeping this thought in mind, "tune in" at the beginning of each day to receive and to broadcast cooperation, courtesy, accuracy and speed, and you will find at the end of the day that you have gathered to yourself large quantities of that which is priceless—contentment and charity.—TELEPHONE REVIEW.

Nail Injuries

EIGHTEEN thousand nail accidents occur annually in New York State, according to Dr. Matthias Nicoll, Jr., state commissioner of health. Not included in this estimate are thousands of others in which no loss of time results. "In one year," he adds, "more than thirteen hundred such accidents were compensated in the State."

"The most frequent causes of nail accidents," according to Dr. Nicoll, "are boards torn from boxes and packing cases left lying on the floor, sidewalk or street with the nails sticking up. As one would expect, the majority of such accidents consists of punctured wounds of the feet. However, not infrequently people trip and fall over such boards and then are likely to suffer from more or less severe lacerations of other parts of the body. It is obvious that removal of the nails from such boards will prevent thousands of accidents.

"The wound caused by the offending nail may be troublesome but if disease producing germs are carried into the tissues at the time of injury or subsequently, the resulting infection may be far more serious than the actual wound itself. There are various germs which may cause trouble in this way but the most important is that which causes lockjaw.

"Long before we had much definite knowledge regarding the cause of this disease it was popularly supposed that stepping on a rusty nail was likely to cause lockjaw. There is a grain of truth in this superstition. It is not because the nail is rusty that it is likely to cause tetanus, but because such a nail has become rusty by lying on the ground and the spores of the tetanus germ are found most frequently in soil or street dirt which has been contaminated with horse manure. However, do not forget that there may be infectious material on the soles of the shoes and germs can be carried into the tissues even though the nail be bright, shiny and virtually new. Furthermore, a punctured wound such as one gets from a nail is the kind of wound in which the tetanus germ develops most readily.

"Anyone who suffers a nail injury, particularly in the street or garden, had best consult a physician immediately and receive preventive treatment with tetanus antitoxin."

"*A Day's Work for a Day's Pay*," is the motto carried on the cover page of *The Shop Employes Association Bulletin*, Union Pacific System.

Conditions in Soviet Russia

SLOWLY, very slowly, reliable facts in regard to conditions in Soviet Russia emerge. Professor Anto Karlgren, of Sweden, is our latest contributor of unprejudiced information. Professor Karlgren went into Russia with very favorable opinions of the Soviet system. He says, 'I expected to find the country far on in constructive work for a rich future.' He now tells us that the gain of the peasants from the revolution has been much exaggerated. Before the war the peasant owned 76 per cent of the land; now he owns 96 per cent. Although he would thus seem to have gained 20 per cent in his land holding, this gain is offset by the fact that he has lost the right of taking timber from the forests. The coöperative societies, he finds, are state institutions and are utterly unable to compete with private shops. And yet the private trader is a social outcast and lives in constant dread of confiscation. In Moscow the employed live in barrack-like conditions where the last semblances of family life have disappeared, hygiene suffers and immorality flourishes. The case of the unemployed is worse. Only 34 per cent, he says, get any assistance, and that to the extent only of seven or eight rubles a month. Orphan children sleep in sewers and doorways. The wages of workers are now at the average of the Czaristic era."—*The Trend.*

"People talk about having the courage of own convictions! But if our convictions are the result of KNOWLEDGE, *I can't see that it takes much courage to stand by them."*—GERARD SWOPE, *President General Electric Company.*

Nine Digits, A Cipher and Punched Holes

The series of articles entitled "Nine Digits, A Cipher and Punched Holes," which was to have been continued in this issue will be resumed in THE BULLETIN of September 1, instead.

INSURANCE CLAIMS PAID

JULY, 1927

Death benefits	$12,950
Health benefits	7,122
Accident benefits	1,362
Accidental Death and Dismemberment benefits	1,000
Total and Permanent Disability benefits	365
Total benefits	$22,799

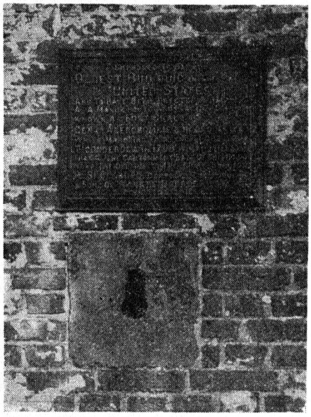
Yankee Doodle

(Continued from Page 251)

derision of Oliver Cromwell, who, it was said, rode into Oxford on a small horse wearing a plume fastened into a kind of knot called a "macaroni."

Nankee doodle rode to town
Upon a Kentish pony,
With a feather in his hat
And called it macaroni.

There appears to be some reason, too, for believing it to have originated long before that among the mountains of the Pyrenees, and to have been known in the south of France as an old vintage song. And it is also said to have been sung in Holland as a sort of chorus at harvest time by the reapers.



Section of Fort Cralo's walls and one of two remaining portholes

There seems to be no doubt that its first appearance on this side of the Atlantic was at the time of the "old French war," and is due to a surgeon in the British army, a Doctor Shackburg, a good musician and something of a wag, who, when the colonial soldiers were assembling at Albany, in 1755, to join the British troops in an expedition against the French posts of Niagara and Frontenac, was so greatly amused at their antiquated and queer equipments, appearance and music, that he somewhat remodeled, and wrote out to suit the case, the notes and words of the old Cromwell-deriding song and gave them to the provincial band as the latest English martial music. They soon began to play and march to their new tune, amid the laughter of the British soldiers, and it became widely known and popular in the colonies. When the British heard it played —and retreated before it, or marched as prisoners to it—later on, it probably sounded less amusing to them. "He laughs best who laughs last."

From an article in McCarty's "National Song Book," of 1842, taken from the "Musical Almanac" published in Boston that same year, it appears that one set of words sung in England in Cromwell's time to the familiar air was known as "Nankee Doodle"; and that the name "Yankee Doodle" was first applied by Doctor Shackburg when he presented the music and words to the "Yankee" soldiers as already related. This doubtless is the true origin of "Yankee Doodle" as an American tune.

Many hundred verses have been written to this air and even the chorus has suffered from variations. The original chorus read:

Yankee Doodle, keep it up,
Yankee Doodle, dandy,
Mind the music and the step,
And with the girls be handy.

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* Fort Cralo was erected in 1642 and is said to be the oldest building in the United States. Its walls are of brick manufactured in Holland and carried overseas as ballast. Originally it was equipped with nine portholes, like inverted keyholes (see illustration), two of which are still to be seen, through which its inhabitants might defend themselves with musket fire.

General Abercrombie made the fort his headquarters in 1758, while marching against Fort Ticonderoga and it was on this occasion that "Yankee Doodle" is believed to have been written. Washington also visited the fort during the Revolution. The name "Cralo," which has several variants, is of Dutch origin and means "Crow's Woods."

The State of New York acquired the fort in 1924.

"One cannot do anything worthwhile unless he is sufficiently interested; and if one is sufficiently interested, he may accomplish almost anything. He doesn't have to know the best way. If he is sufficiently interested, he will look for better and better ways. But if he is not interested, merely having a good system is not going to help him much.—WILLIAM T. GRANT, *head of the Grant Chain Stores.*

Clicks from the Rails

Our Railway System Unequalled

In no other land can there be found the equal of our national railway system. These roads contribute more towards the material advancement of the national destiny than all other combined influences and agencies. In making their own wheels go round they influence the revolution of all the other wheels of industry. Without the American railway systems Father Time would have abundant leisure to sit down and whet his scythe while pondering upon the slowness of things in general.

And yet it is no uncommon thing to hear these great institutions, their management and works, utterly damned by the wild-eyed Communist and by the featherweight philosophers who advocate a policy of Government ownership of all public utilities.

But the American people will never toss their railroad systems into the maelstrom of speculative radicalism and illegitimate economics. They have learned to understand that the true ownership of these great enterprises rests in their own possession.—From the *Cincinnati (O.) Enquirer.*

* * *

Reduce Stationery Expenditures

Expenditures for stationery and office supplies by the railroads of this country amounted to approximately $28,418,700 in 1926. This outlay was the smallest of any one year since 1920 and a reduction of $3,000,000 as compared with 1925, which is attributed to simplification in the number of forms used as well as greater conservation and economy in the use of stationery and supplies of all kinds. Money spent for stationery and printing accounts for from four to five per cent of the total purchases of all other materials, exclusive of fuel, rail and ties.

* * *

In Honor of Colonel Lindbergh

The Pennsylvania Railroad Company has named the observation car on its St. Louisan (westbound) and the New Yorker (eastbound), known as the "Spirit of St. Louis," Colonel Lindbergh, in honor of the New York to Paris flier.

Tax Collectors Get More

In the last six years the railroads of the United States have paid more cash to the tax collectors than they have to their stockholders. Taxes have exceeded cash dividends by $80,000,000. The 1925 tax bill of the carriers consumed the entire gross earnings from twenty-two days of railway operation, while in 1911 taxes took the revenues from thirteen days' operation. Out of every dollar spent for freight bills or passenger fares in 1925, six cents went for taxes.—*Through the Meshes.*

* * *

Will Not Replace the Railroads

It is hardly possible the motor will ever replace the railroad for long haul or heavy freight. Nor is the railroad likely to lose long-distance travelers. Conveniences of the railway car cannot be replaced by the road machine. Equally unlikely is the diversion of commuter traffic. In that the element of time is an important factor, and time is too easily lost by the motorist through congestion and other sources of delay, to say nothing of parking inconveniences.—From the *Newark (N. J.) Star-Eagle.*

* * *

Sacrifice Marks Opening of Road

Turks celebrate the opening of a new railroad by offering a traditional sacrifice. On the occasion of the opening of the Angera-Ceswree railway, recently, 100 sheep and a huge camel, laded with costly rugs and brilliant shawls, were thus sacrificed by the natives of Ceswree. The railway, 240 miles in length, is the first to be completed entirely by Turks. The first train carried Premier Pasha, who officiated at the inauguration during which the sacrifice took place.

* * *

Berth No. 13 Eliminated

What, ho! No more berths of the number "13" will cause dismay among the sleeping car patrons of the London and Northeastern Railway. Not on your life. And the funny part of it is that the superstitious will join in the kidding and enjoy peaceful repose in berth "14-A," henceforth.

Railroads Serve 95% of Counties

There are 3,068 counties in the United States, ranging in size from San Bernardino, Cal., with an area of 20,157 square miles, to tiny counties in the East with as little area, in some cases, as 30 square miles. Of this number, only 109, or about 3½ per cent, are entirely without railway service within their borders. There are fifty-two more counties, or 1 3/5 per cent, which Class One railroads do not enter. Thus it will be seen that Class One railroads of the United States serve nearly 95 per cent of its counties.

In terms of population, which is, perhaps, the more accurate measurement, there were 105,710,620 people in the United States, according to the 1920 census, and 730,248 of these, or somewhat less than 0.7 per cent, lived in counties without railroad service. An additional 590,191, or slightly more than 0.5 per cent, lived in counties without Class One railroad service. In other words, Class One railroads served directly all but about 1.2 per cent of the entire population of the country.—*Railway Age.*

* * *

Train Control Order Met

It is only a little more than five years ago—on June 13, 1922, to be exact—that the Interstate Commerce Commission issued its first order calling upon Class One railroads to equip certain of their tracks with train control mechanism, but to date practically all of the 15,000 miles, specified in the order, have been so protected. In sharp contrast is the record made in installing automatic signals. The first were installed in 1883 and it was fifteen years afterward before the total mileage equalled 15,000.

* * *

Railroads for Dependability

"It is impossible to forget that when storms force down the airplanes, and the transcontinental busses are mired in the mud and the owners of the private automobiles find it impossible to travel because of bad roads, and some one wishes really to get somewhere in a hurry, it is to the railroads they go. Bad weather friends in reverse."—*Transportation.*

Those Who Save

THOSE individuals who would save money are better workmen; if they do not work better, they behave better and are more respectable; and I would sooner have in my trade a hundred men who save money than two hundred who would spend every shilling they get. In proportion as individuals save a little money, their morals are much better; they husband that little, and there is a superior tone given to their morals, and they behave better for knowing that they have a little stake in society.

—*Anonymous.*